

The following Listing of Claims will replace all prior versions, and listings, of claims in the application.

**LISTING OF CLAIMS:**

1. (Currently Amended) An air bag apparatus (1) for a vehicle, comprising:  
an air bag body (3) including a first chamber and a second chamber each arranged along a roof side rail (10) in a front to rear direction of a vehicle, the first chamber being situated adjacent to a pillar member (14,15) in the vehicle; [,,] and  
a fluid supply delay device (20) attached to the airbag body (3) for delaying supply of a high-pressure fluid to the first chamber as compared to that of the high-pressure fluid supplied to the second chamber so that the second chamber is fully inflated before the first chamber is fully inflated.
  
2. (Currently Amended) The air bag apparatus (1) of according to claim 1, wherein [,:]  
the air bag body (3) is folded in an upward direction in a normal state, each of the first chamber and the second chamber being inflated with the high-pressure fluid supplied to the airbag body (3) in an emergency state so that each of the first chamber and the second chamber deploys in a downward direction along a side wall of the vehicle.
  
3. (Currently Amended) The air bag apparatus (1) of claims 1 and 2 according to claim 1, wherein [,,]  
the fluid supply delay device (20) includes a duct having a first outlet port (4a) communicating with a first inlet port (2a) of the first chamber and a second outlet port

communicating with a second inlet port of the second chamber, the first outlet port having an opening area smaller than that of the second outlet port.

4. (Currently Amended) The air bag apparatus ~~(1) of any previous~~ according to claim 1, wherein [:]

the fluid supply delay device (20) includes a passage communicating with a first inlet port (2a) of the first chamber and a second inlet port (2a) of the second chamber, and a duct (4) inserted onto the passage and having a first outlet port communicating with the first inlet port and a second outlet port communicating with the second inlet port, the first outlet port being closed so that the high-pressure fluid is supplied to the first chamber only through the passage.

5. (Currently Amended) An air bag apparatus ~~(1) of any previous~~ according to claim 1, wherein

the air bag ~~comprising~~ comprises an air bag body (3), an inflator means (5), the inflator means (5) ~~being~~ are in fluid communication with the air bag body (3), and a fluid supply delay means (20);

the air bag body (3) ~~comprising~~ comprises a plurality of inflatable chambers (2), wherein each of the inflatable chambers (2) comprises a fluid inlet port (4a),

the plurality of inflatable chambers (2) ~~comprising~~ comprises at least one specific chamber (2P) and at least one general chamber (2Q), wherein

when in the deployed state the at least one specific chamber (2P) is positioned adjacent to a pillar member (14,15) of a vehicle side portion of the vehicle body and ~~wherein~~ ~~when in the deployed state~~ the at least one general chamber (2Q) is located adjacent to a side-wall of the vehicle side portion,

when in use, wherein, in use, the inflator means supplies a high-pressure fluid to the air bag body (3) thereby inflating each of the plurality of inflatable chambers (2) and wherein the fluid supply delay means (20) selectively delays the supply of the high-pressure fluid to the at least one specific chamber (2P) relative to the at least one general chamber (2Q).

6. (Currently Amended) The air bag apparatus (1) of according to claim 5, wherein

the fluid supply delay means (20) comprises a flexible duct (4) member, the duct (4) member comprising a plurality of fluid outlet ports (4a), which fluid outlet ports (4a) communicate with the fluid inlet port (4a) on of each of the plurality of inflatable chambers (2).

7. (Currently Amended) The air bag apparatus (1) of according to claim 5, wherein

the fluid supply delay means (20) comprises a flexible duct (4) member, the duct (4) member comprising a plurality of fluid outlet ports (4a), which fluid outlet ports (4a) communicate with the fluid inlet port (4a) on each of the at least one general chamber (2Q).

8. (Currently Amended) The air bag apparatus (1) of according to claim 5, wherein

the fluid supply delay means (20) comprises a flexible duct (4) member, the duct (4) member comprising a plurality of fluid outlet ports (4a), which fluid outlet ports (4a) communicate with the fluid inlet port (4a) on each of the plurality of inflatable chambers (2), and wherein

the diameter of the fluid outlet ports (4a) that are in communication with each of the at least one general chamber (2Q) is greater than the diameter of the of the fluid outlet ports (4a) that are in communication with the at least one specific chamber (2P).

9. (Currently Amended) An air bag apparatus (1) adapted so as to be suitably located along the front-to-rear axis of an interior roof side rail (10) on a vehicle body, the air bag apparatus comprising:

an air bag body; (3) [ , ]

an inflator means (5), ~~the inflator means (5)~~ being in fluid communication with the air bag body; (3) [ , ] and

a fluid supply delay means (20) located between the inflator means (5) and the air bag body, (3);

the air bag body (3) comprising a plurality of inflatable chambers (2) defined along the front-to-rear axis of the vehicle body, ~~wherein~~ each of the inflatable chambers (2) ~~comprises~~ comprising a fluid inlet port (4a),

the plurality of inflatable chambers (2) comprising at least one specific chamber (2P) and at least one general chamber (2Q), wherein when in the deployed state the at least one specific chamber (2P) is positioned adjacent to a pillar member (14,15) of a vehicle side portion of the vehicle body and ~~wherein~~ when in the deployed state the at least one general chamber (2Q) is located adjacent to a side-wall of the vehicle side portion,

the air bag body (3) being stowed in an upward direction when in an undeployed state, upon ~~wherein~~ on deployment, the inflator means (5) supplies a high-pressure fluid to the air bag body (3) thereby inflating each of the plurality of inflatable chambers (2) in the downward direction along the side portion of the vehicle body, and ~~wherein~~ the fluid supply

delay means (20) selectively delays the supply of the high-pressure fluid to the at least one specific chamber (2P) relative to the at least one general chamber (2Q).

10. (Currently Amended) The air bag apparatus (1) of according to claim 9, wherein

the air bag body (3) comprises an elongate passage, the elongate passage being in fluid communication with the plurality of inflatable chambers (2), and wherein the elongate passage is adapted to receive the fluid supply delay means (20).

11. (Currently Amended) The air bag apparatus (1) of according to claim 10, wherein

the fluid supply delay means (20) comprises a flexible duct (4) member, the duct (4) member comprising a plurality of fluid outlet ports (4a), which fluid outlet ports (4a) communicate with the fluid inlet port (4a) on of each of the plurality of inflatable chambers (2).

12. (Currently Amended) The air bag apparatus (1) of according to claim 10, wherein

the fluid supply delay means (20) comprises a flexible duct (4) member, the duct (4) member comprising a plurality of fluid outlet ports (4a), which fluid outlet ports (4a) communicate with the fluid inlet port (4a) on each of the at least one general chamber (2Q).

13. (Currently Amended) The air bag apparatus (1) of according to claim 10,  
wherein

the fluid supply delay means (20) comprises a flexible duct (4) member, the duct (4) member comprising a plurality of fluid outlet ports (4a), which fluid outlet ports (4a) communicate with the fluid inlet port (4a) on each of the plurality of inflatable chambers (2), and wherein

the diameter of the fluid outlet ports (4a) that are in communication with each of the at least one general chamber (2Q) is greater than the diameter of the of the fluid outlet ports (4a) that are in communication with the at least one specific chamber (2P).

14. (Currently Amended) The air bag apparatus (1) of any previous according to claim 1, wherein

the air bag body (3) is made from a fabric material.

15. (Currently Amended) The air bag apparatus (1) of according to claim 14,  
wherein

the air bag body (3) is made from canvas.

16. (Currently Amended) The air bag apparatus (1) of any previous according to claim 1, wherein

the high-pressure fluid is a gas.

17. (Currently Amended) A motor vehicle comprising an air bag apparatus (1) as claimed in any of claims 1 to 16 according to claim 1.

18. (Currently Amended) An air bag apparatus adapted so as to be suitably located along the front-to-rear axis of an interior roof side rail on a vehicle body, the air bag apparatus comprising:

an air bag body; [,.]

an inflator, ~~the inflator~~ being in fluid communication with the air bag body; [,.] and a fluid supply delay arrangement located between the inflator and the air bag body,

[.;

the air bag body comprising a plurality of inflatable chambers defined along the front-to-rear axis of the vehicle body, wherein each of the inflatable chambers comprises a fluid inlet port,

the plurality of inflatable chambers comprising at least one specific chamber and at least one general chamber, ~~wherein~~ when in the deployed state the at least one specific chamber is positioned adjacent to a pillar member of a vehicle side portion of the vehicle body and ~~wherein~~ when in the deployed state the at least one general chamber is located adjacent to a side-wall of the vehicle side portion,

the air bag body being stowed in an upward direction when in an undeployed state, upon ~~wherein~~ on deployment, the inflator supplies a high-pressure fluid to the air bag body thereby inflating each of the plurality of chambers in the downward direction along the side portion of the vehicle body, and ~~wherein~~ the fluid supply delay arrangement selectively delays the supply of the high-pressure fluid to the at least one specific chamber relative to the at least one general chamber.

19. (Currently Amended) The air bag apparatus of according to claim 18,  
wherein

the air bag body comprises an elongate passage, the elongate passage being in fluid communication with the plurality of inflatable chambers, and ~~wherein~~  
the elongate passage is adapted to receive the fluid supply delay arrangement.

20. (Currently Amended) The air bag apparatus of according to claim 19,  
wherein

the fluid supply delay arrangement comprises a flexible duct member, the duct member comprising a plurality of fluid outlet ports, which fluid outlet ports communicate with the fluid inlet port on of each of the plurality of inflatable chambers.

21. (Currently Amended) The air bag apparatus of according to claim 19,  
wherein

the fluid supply delay arrangement comprises a flexible duct member, the duct member comprising a plurality of fluid outlet ports, which fluid outlet ports communicate with the fluid inlet port on each of the at least one general chambers.

22. (Currently Amended) The air bag apparatus of according to claim 19,  
wherein

the fluid supply delay arrangement comprises a flexible duct member, the duct member comprising a plurality of fluid outlet ports, which fluid outlet ports communicate with the fluid inlet port on each of the plurality of inflatable chambers, and ~~wherein~~

the diameter of the fluid outlet ports that are in communication with each of the at least one general chambers is greater than the diameter of the fluid outlet ports that are in communication with the at least one specific chambers.

23. (Currently Amended) The air bag apparatus ~~of~~ according to claim 18, wherein

the air bag body is made from a fabric material.

24. (Currently Amended) The air bag apparatus ~~of~~ according to claim 18, wherein

the air bag body is made from canvas.

25. (Currently Amended) The air bag apparatus ~~of~~ according to claim 18, wherein

the high-pressure fluid is a gas.

26. (Currently Amended) An air bag apparatus adapted so as to be suitably located along the front-to-rear axis of the interior facing side roof rail of a vehicle body, the air bag apparatus comprising:

an air bag body; [,.]

an inflator, ~~the inflator~~ being in fluid communication with the air bag body; [,.] and a fluid supply delay arrangement, [;.]

the air bag body comprising a plurality of inflatable chambers, ~~wherein~~ each of the inflatable chambers ~~comprises~~ comprising a fluid inlet port,

the plurality of inflatable chambers comprising at least one specific chamber and at least one general chamber, ~~wherein~~ when in the deployed state, the at least one specific chamber is positioned adjacent to a pillar member of a vehicle side portion of the vehicle body and ~~wherein when in the deployed state~~ the at least one general chamber is located adjacent to a side-wall of the vehicle side portion,

when in use, wherein, in use, the inflator supplies a high-pressure fluid to the air bag body thereby inflating each of the plurality of chambers and ~~wherein~~ the fluid supply delay arrangement selectively delays the supply of the high-pressure fluid to the at least one specific chamber relative to the at least one general chamber.

27. (Currently Amended) The air bag apparatus ~~of~~ according to claim 26,  
wherein

the fluid supply delay arrangement comprises a flexible duct member, the duct member comprising a plurality of fluid outlet ports, which fluid outlet ports communicate with the fluid inlet port on each of the plurality of inflatable chambers.

28. (Currently Amended) The air bag apparatus ~~of~~ according to claim 26,  
wherein

the fluid supply delay arrangement comprises a flexible duct member, the duct member comprising a plurality of fluid outlet ports, which fluid outlet ports communicate with the fluid inlet port on each of the at least one general chambers.

29. (Currently Amended) The air bag apparatus of according to claim 26,  
wherein

the fluid supply delay arrangement comprises a flexible duct member, the duct member comprising a plurality of fluid outlet ports, which fluid outlet ports communicate with the fluid inlet port on each of the plurality of inflatable chambers, and ~~wherein~~

the diameter of the fluid outlet ports that are in communication with each of the at least one general chambers is greater than the diameter of the fluid outlet ports that are in communication with the at least one specific chambers.

30. (Currently Amended) The air bag apparatus of according to claim 26,  
wherein

the air bag body is made from a fabric material.

31. (Currently Amended) The air bag apparatus of according to claim 26,  
wherein

the air bag body is made from canvas.

32. (Currently Amended) The air bag apparatus of according to claim 26,  
wherein

the high-pressure fluid is a gas.

33. (Currently Amended) An air bag apparatus for a vehicle, comprising:  
an air bag body including a first chamber and a second chamber each arranged along a roof side rail in a front to rear direction of a vehicle, the first chamber being situated adjacent to a pillar member in the vehicle; [,:] and  
a fluid supply delay device attached to the airbag body for delaying supply of a high-pressure fluid to the first chamber as compared to that of the high-pressure fluid supplied to the second chamber so that the second chamber is fully inflated before the first chamber is fully inflated.

34. (Currently Amended) The air bag apparatus of according to claim 33,  
wherein [:]  
the air bag is configured to be folded in an upward direction in a normal state, each of the first chamber and the second chamber is configured to be being inflated with the high-pressure fluid supplied to the airbag body in an emergency state so that each of the first chamber and the second chamber deploys in a downward direction along a side wall of the vehicle.

35. (Currently Amended) The air bag apparatus of according to claim 33,  
wherein [,:]  
the fluid supply delay device includes a duct having a first outlet port communicating with a first inlet port of the first chamber and a second outlet port communicating with a second inlet port of the second chamber, the first outlet port having an opening area smaller than that of the second outlet port.

36. (Currently Amended) The air bag apparatus of according to claim 33,  
wherein [:]

the fluid supply delay device includes a passage communicating with a first inlet port of the first chamber and a second inlet port of the second chamber, and a duct inserted onto the passage and having a first outlet port communicating with the first inlet port and a second outlet port communicating with the second inlet port, the first outlet port being closed so that the high-pressure fluid is supplied to the first chamber only through the passage.

37. (Currently Amended) A motor vehicle comprising an air bag apparatus as claimed in claim 18, ~~claim 26 or claim 33~~.